

Application to:
Places for Everyone 2019/20

Project Name:
Avoch to Munloch War Memorial Active Travel Path (TBI-PFE-2861)

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Supporting Documents

This is an opportunity to upload any supporting documents you wish to refer to throughout the application.

This is an optional step. There is the ability to upload supporting documents on all pages of the application form by using the 'Upload' button located in the right sidebar of the screen.

Download All Files in Zip: [Download](#)

Quotations

Quotations:

Original Filename
No data to display

Design

Design:*

Original Filename
No data to display

Community

Community:*

Original Filename
No data to display

Other Supporting Documentation

Other Supporting Documents:*

Original Filename	
150331 Million Miles project final report.docx	Download File
AECOMMunloch Avoch Cycle Route.pdf	Download File
Avoch and Killen CC support letter.docx	Download File
Black Isle Tourism Team letter in support.docx	Download File
Knockbain CC support letter.docx	Download File
Designs for initial Assessment.pdf	Download File
Project Programme.docx	Download File
Outline 19-20 Project timeline Avoch to Munloch War Memorial.xlsx	Download File
Avoch to Munloch War Memorial survey comments.docx	Download File
Black Isle Active Travel_A2_2016.pdf	Download File
Black Active Travel_village maps_2016.pdf	Download File
140407 Blog for CycleStreets.docx	Download File
Forestry supportive email.docx	Download File
Avoch Mulochy active travel path political support.docx	Download File

Strategy

Strategic Vision:*

Original Filename
No data to display

Monitoring

Monitoring:*

Original Filename	
Munlochys Avoch active travel survey summary data.pdf	Download File

Deliverability

Deliverability:*

Original Filename
No data to display

Project Details

To aid with the administration of the grant, if awarded, and to ensure project transparency, a total of at least three different individuals need to be identified for each application, in the Project Director, Project Manager and Finance Officer/ Treasurer fields.

Project Details

Project Title:*

Avoch to Munlochys War Memorial Active Travel Path

Maximum 70 characters

Short Project Description:*

To design a safe off road active travel path linking the settlements in the east of the Black Isle with each other and the centre and Inverness Active Travel Paths avoiding particularly dangerous, fast sections of B9161 between Munlochys War Memorial and Munlochys and A832 between Munlochys and Avoch following on from a 2014 feasibility study.

Maximum 300 characters

Organisation Details

Organisation Address:*

Glachbeg, Allanglach Woods, IV1 3XD

This is the primary address for the organisation where all official mail, such as funding agreements, will be sent.

Project Director:*

Anne Thomas

This is a senior person within the organisation with responsibility for project decision making.

Project Manager:*

Roger McMichael

This person will be responsible for the day to day delivery of the project and will be the first point of contact for Sustrans Officers.

Finance Officer/ Treasurer:*

Julian Paren

This person will be responsible for final approval of claims and is likely to be the organisation treasurer or someone from within the finance department.

Community Engagement Officer:*

Anne Thomas

This person will be the first contact on any community engagement element of your project. This person may or may not also be the Project Manager.

Communications Officer:*

Anne Thomas

This person will be the first contact on any Communications or Press related elements of your project. This person may or may not also be the Project Manager.

Purpose of Application

Places for Everyone can support all stages of a project. Please identify if you are applying to design or construct a project in this application round.

All design stages should be approved by Sustrans before applying for construction funding. However, in limited cases where projects are sufficiently complex, applicants may apply for construction before technical designs are complete. Technical designs would still require Sustrans approval before construction funding is fully released. The largest projects are eligible for multi-year funding (providing guaranteed funding for both design and construction), but you must first submit a design application for approval before this will be considered.

Please contact your Sustrans Officer if you would like to discuss your application.

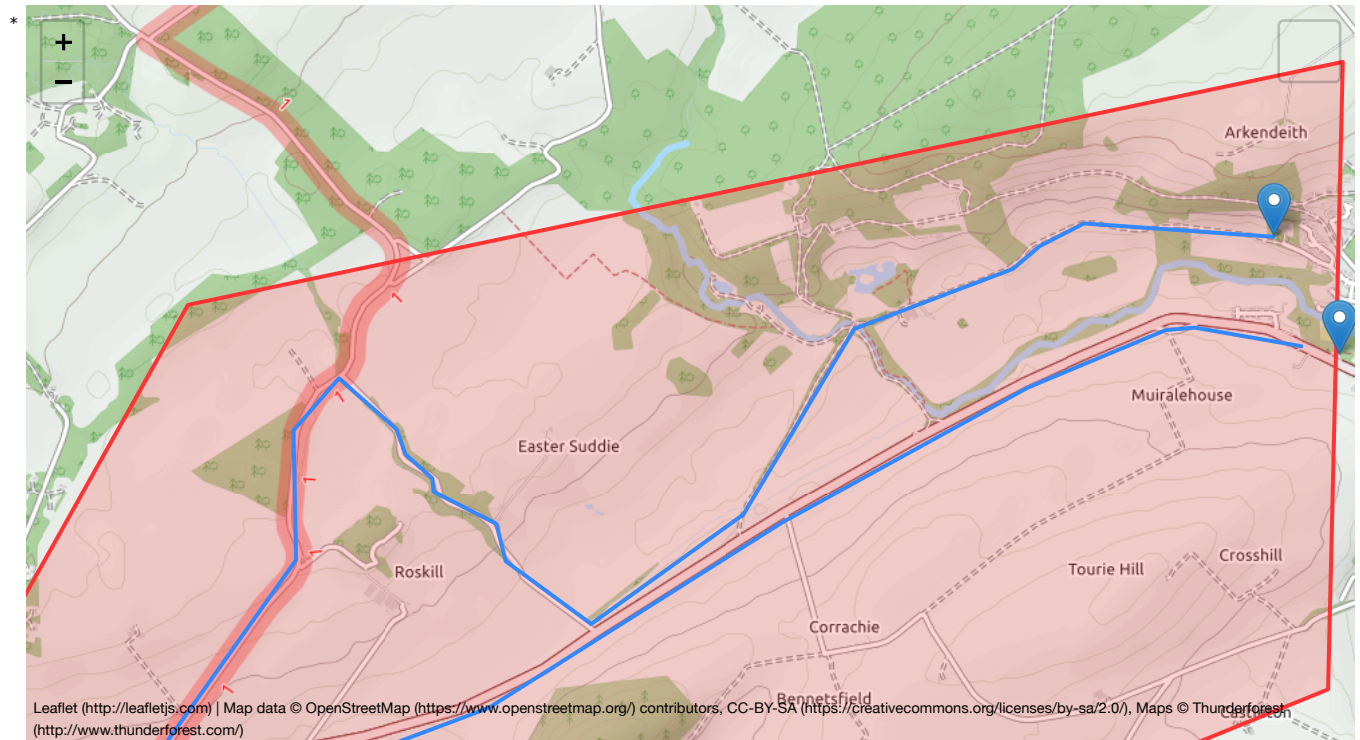
Application Stream

Are you applying to design or construct a project in this application round?:*

Design Construction

Project Location

Map



Object Details

#	Name	Notes	Project Area?	Lat, Lng(s)	Type
Zoom To Object	Munlochy to Avoch off-road cycle route	The route runs east of Munlochy initially along a disused railway track then follows the southern edge of the A832 to Avoch	No	57.550978 -4.257212, 57.555629 -4.234048, 57.562029 -4.215174, 57.566678 -4.199388, 57.568658 -4.190551, 57.56875 -4.188664, 57.568105 -4.181715	Line
Zoom To Object	Alternative route Munlochy to Avoch	This route is for appraisal only, and is an alternative to the route running alongside the A832.	No	57.551254 -4.258893, 57.56074 -4.246367, 57.565205 -4.246539, 57.567 -4.243622, 57.565251 -4.239933, 57.564377 -4.239332, 57.563548 -4.237617, 57.563088 -4.237531, 57.561983 -4.233499, 57.560694 -4.232898, 57.55853 -4.227413	Line
Zoom To Object	Continuation of alternative route Munlochy to Avoch via Easter Suddie	This route follows minor roads and estate tracks, with a new section needing to be built east of Easter Suddie	No	57.55853 -4.227413, 57.562305 -4.217656, 57.568704 -4.210535, 57.570775 -4.200326, 57.571557 -4.19861, 57.57234 -4.195779, 57.57188 -4.183596	Line
Zoom To Object	Start	joins in to C road linking by underpass to North Kessock and Tore-Inverness cycle path	No	57.538858 -4.259903	Marker
Zoom To Object	End	Links to minor roads leading to school	No	57.57188 -4.183596	Marker
Zoom To Object	Avoch Primary School	Large primary school also serving Fortrose area	No	57.567829 -4.179354	Marker
Zoom To Object	Section 2	Includes bridge	No	57.548249 -4.262672, 57.546965 -4.263027, 57.543833 -4.257534, 57.540701 -4.259765, 57.538858 -4.259903	Line
Zoom To Object	Project area polygon	There are two options for section 1 from Avoch to Munlochy and one for section 2 from Munlochy to Munlochy War Memorial	Yes	57.569532 -4.253304, 57.577927 -4.179065, 57.556292 -4.180027, 57.538858 -4.259903, 57.554118 -4.269444	Poly

National Cycle Network

National Cycle Network

Does the project fall directly on the National Cycle Network?:*

Yes No

Please choose the NCN Route(s) that the project falls upon (tick all that apply):*

- | | | | |
|---|---|--|--|
| <input checked="" type="checkbox"/> 1 - Newcastle to Shetland via Edinburgh (North Sea Cycle Route) | <input type="checkbox"/> 195 - Deeside Way (Aberdeen to Ballater) | <input type="checkbox"/> 196 - Penicuik to Haddington | <input type="checkbox"/> 7 - Carlisle to Inverness via Glasgow |
| <input type="checkbox"/> 73 - (North) - Kilmarnock to Lochranza | <input type="checkbox"/> 73 - (South) - Newton Stewart to Cairnryan | <input type="checkbox"/> 74 - Gretna to Douglas and Larkhall to Uddingston | <input type="checkbox"/> 75 - Portavadie to Edinburgh (Forth & Clyde Cycle Route) |
| <input type="checkbox"/> 753 - West Kilbride to Gourrock | <input type="checkbox"/> 754 - Edinburgh to Bowling (Lowlands Canals) | <input type="checkbox"/> 755 - Kinross to Perth; Perth/Almondbank to Lochearnhead (proposed route) | <input type="checkbox"/> 756 - East Kilbride to Maryhill |
| <input type="checkbox"/> 76 - Berwick to Kirkcaldy (Round the Forth Cycle Route) | <input type="checkbox"/> 764 - Dunfermline to Clackmannan | <input type="checkbox"/> 765 - Stirling to Callander (proposed route) | <input type="checkbox"/> 766 - Kirkcaldy to Mildeans Wood |
| <input type="checkbox"/> 767 - Alloa to Dollar | <input type="checkbox"/> 768 - Tullibody to Tillicoultry | <input type="checkbox"/> 77 - Dundee to Pitlochry | <input type="checkbox"/> 775 - Kinross to Perth; Perth/Almondbank to Lochearnhead (proposed route) |
| <input type="checkbox"/> 776 - Falkland to Newburgh | <input type="checkbox"/> 777 - Newburgh to Newport-on-Tay | <input type="checkbox"/> 78 - Campbeltown to Inverness, via Oban and Fort William | <input type="checkbox"/> 780 - Castlebay (Isle of Barra) to the Butt of Lewis (Hebridean Way) |
| <input type="checkbox"/> 79 - Boat of Garten to Spey Bay (proposed route) | | | |

Is the project connected to the National Cycle Network?:*

Yes No

Please choose the NCN Route(s) that the project connects to (tick all that apply):*

- | | | | |
|---|---|--|--|
| <input checked="" type="checkbox"/> 1 - Newcastle to Shetland via Edinburgh (North Sea Cycle Route) | <input type="checkbox"/> 195 - Deeside Way (Aberdeen to Ballater) | <input type="checkbox"/> 196 - Penicuik to Haddington | <input type="checkbox"/> 7 - Carlisle to Inverness via Glasgow |
| <input type="checkbox"/> 73 - (North) - Kilmarnock to Lochranza | <input type="checkbox"/> 73 - (South) - Newton Stewart to Cairnryan | <input type="checkbox"/> 74 - Gretna to Douglas and Larkhall to Uddingston | <input type="checkbox"/> 75 - Portavadie to Edinburgh (Forth & Clyde Cycle Route) |
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| <input type="checkbox"/> 79 - Boat of Garten to Spey Bay (proposed route) | | | |

Do you see the project forming a new section, or re-aligning of an existing section, of the National Cycle Network?:*

- Yes No

Please choose the NCN Route(s) that you think the project will become part of (tick all that apply):

- | | | | |
|---|---|--|--|
| <input checked="" type="checkbox"/> 1 - Newcastle to Shetland via Edinburgh (North Sea Cycle Route) | <input type="checkbox"/> 195 - Deeside Way (Aberdeen to Ballater) | <input type="checkbox"/> 196 - Penicuik to Haddington | <input type="checkbox"/> 7 - Carlisle to Inverness via Glasgow |
| <input type="checkbox"/> 73 - (North) - Kilmarnock to Lochranza | <input type="checkbox"/> 73 - (South) - Newton Stewart to Cairnryan | <input type="checkbox"/> 74 - Gretna to Douglas and Larkhall to Uddingston | <input type="checkbox"/> 75 - Portavadie to Edinburgh (Forth & Clyde Cycle Route) |
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| <input type="checkbox"/> 76 - Berwick to Kirkcaldy (Round the Forth Cycle Route) | <input type="checkbox"/> 764 - Dunfermline to Clackmannan | <input type="checkbox"/> 765 - Stirling to Callander (proposed route) | <input type="checkbox"/> 766 - Kirkcaldy to Mildeans Wood |
| <input type="checkbox"/> 767 - Alloa to Dollar | <input type="checkbox"/> 768 - Tullibody to Tillicoultry | <input type="checkbox"/> 77 - Dundee to Pitlochry | <input type="checkbox"/> 775 - Kinross to Perth; Perth/Almondbank to Lochearnhead (proposed route) |
| <input type="checkbox"/> 776 - Falkland to Newburgh | <input type="checkbox"/> 777 - Newburgh to Newport-on-Tay | <input type="checkbox"/> 78 - Campbeltown to Inverness, via Oban and Fort William | <input type="checkbox"/> 780 - Castlebay (Isle of Barra) to the Butt of Lewis (Hebridean Way) |
| <input type="checkbox"/> 79 - Boat of Garten to Spey Bay (proposed route) | | | |

Schools Identification

Sustrans can offer specialist resources and support to projects that increase walking, cycling and wheeling to school.

Please let us know if your project will positively impact on journeys to schools by identifying primary schools within a 2 mile radius or secondary schools within a 3 mile radius of any project infrastructure.

Schools

*

School
Avoch Primary School
North Kessock Primary School
Munlochy Primary School
Fortrose Academy

Please select any school within, or close to, the project boundaries where it is reasonable to assume that the project will intersect with a young persons journey to school or a parents onward journey to work

1. Strategic Vision

Project Outcome

Create 3-5 Project Outcomes:*

- 1) By May 2021, project will provide a design for a direct arterial route between communities which is highly visible and would greatly facilitate and improve active travel (cycling and walking) in one of the most geographically challenged deciles of the UK.
- 2) Build on our exemplar Million Miles Project and design an active travel path between communities so people can safely use active travel for more everyday journeys to school, work, and local facilities and continue to enable behaviour change.
- 3) To recruit the support of the Black Isle Tourist Team "slow tourism" campaign, to publicise the route once built including integrating use of public transport (buses) and active travel to reduce the use of cars.
- 4) To design a more direct alternative route for NCR1, and to assess an alternative route if the route alongside the A832 is not viable
- 5) To design a safe route for unaccompanied 12 year olds to get to school and other activities.

Project outcomes are used to both demonstrate the ambition of the project as well as inform the monitoring and evaluation process. At least one outcome should be relevant to the Places for Everyone aim.

SIMD

Will the project impact on an area identified by the Scottish Index of Multiple Deprivation (SIMD) as among the 15% most deprived areas in Scotland?:*

Yes No

Further information, including a database of the most recent results, can be found on the Scottish Government website here: <https://www2.gov.scot/Topics/Statistics/SIMD>

Trip Generation

What everyday journeys are you aiming to make easier through your project? :*

Many Black Isle residents commute to other villages or Inverness for work, college, University, shopping and social and recreational activities. Likewise, people from Inverness and other areas outwith the Black Isle work in and enjoy the sights and activities offered in the Black Isle. The lack of a safe and efficient active travel path between the destinations prevents many people from using active travel for these activities.

The stretch of the A832 between Avoch and Munlochy and the B9161 connecting to the Munlochy Monument is fast and very busy, dangerous due to the high vehicle numbers, particularly during commuting hours, and off-putting for all but the hardiest of cyclists. The NCR1 adds significant additional mileage and climb, making it unfeasible as a cycling route for every day journeys. A more direct off-road cycle route would be attractive for commuters, sporting/leisure cyclists and locals going between the communities including providing a safe active travel route to schools. It will connect to the existing path along the old railway track between Avoch and Fortrose which was used for a busy 'cycling bus' for primary children during our Million Miles project as there is no primary school in Fortrose.

There are daily after school activities at Avoch school and the adjacent hall is used by the large Sea Scout Company and Men's Shed. Currently children and young people are usually taxied by parents as there is no safe route for independent travel. Youngsters at Fortrose Academy often rely on school buses, and if they live away from the infrequent public bus route often cannot socialise or attend activities after school unless parents pick them up. A safe route would enable independent travel for secondary pupils from Avoch, Munlochy and North Kessock would avoid return journeys for parents.

People from Munlochy and Avoch use shops, halls, library, doctors and other facilities in Fortrose.

Emphasise in this response should be on everyday journeys, considering where people are coming from as well as where they are going and the stops along the way.

Identified Physical Barriers

What have you identified within the physical environment which act as barriers to people travelling actively in the project area? And how have these been identified?:*

The road between Munlochy and Avoch is narrow and vehicles often travel in excess of 60 miles an hour. There have been two recent fatalities along this stretch of road. There is no footpath or usable verge on either of the road.

This road is a significant barrier to all but the bravest of cyclists and walkers. There are no crossings on them between communities.

Mountain bikers using Learnie Red Rocks generally drive there to avoid the dangerous roads whereas with this route they could more easily cycle there from Inverness or villages along this route.

The Black Isle is large and trips may be beyond the range of inexperienced cyclists but by integrating cycling and buses people can be make a full journey without a car. We have already installed cycle racks at bus stops at North Kessock and Munlochy to enable people to do this.

57 people out of 63 who completed our survey mentioned safety especially when travelling with children as the fundamental barrier to travelling actively in the project area.

If consultation has taken place to identify physical barriers to travelling actively in the project area, please upload this as a supporting document in the Strategic Vision category.

What social and individual barriers have been identified as preventing people from travelling actively within the project area? And how have these been identified?:*

Transition Black Isle carried out a three year 'Million Miles' project trying to reduce the car journeys commencing on the Black Isle by 1% or a million miles a year. We achieved 1.3 million miles according to our calculations based on surveys before and after the project. Some of the barriers we identified from responses then are still valid e.g. people feeling unfit or having not cycled recently or perceiving that cycling was not for them. We trained 15 'community cycle trainers' to carry out activities in the different villages including North Kessock, Munloch and Fortrose. These people were able to run different activities based on the local needs either for kids learning to cycle and feeling confident on roads, a 'slow cycle' group for those who felt a group might go to fast for them a 'bike buddy' system for those who needed confidence building and social cycles to boost confidence. We also found that the lack of local bike maintenance facilities on the Black Isle meant that people found it difficult to maintain bikes. We have run Dr Bike sessions and bike maintenance classes after community markets to help resolve this problem. Safety is a particular concern for families with children. Several respondents stated that they had children to consider. People would generally use a higher safety threshold if travelling with children and since many or most trips would include children they may find that the opportunity to cycle or walk is only available for rarer trips when travelling individually. Several people also mentioned that they would not want to inconvenience motorists and cause a tail back and that motorists pass too close. Rural poverty may mean no car which isolates and excludes especially as evening buses are limited.

Social barriers are factors, other than infrastructural barriers, that prevent people from choosing to travel by foot or bike, such as perceived safety, habits or skills.

Supporting Documentation:

- | | | | |
|--|--|--|---|
| <input type="checkbox"/> No Files Available | <input type="checkbox"/> - Avoch and Killen CC support letter.docx | <input type="checkbox"/> - Black Isle Tourism Team letter in support.docx | <input type="checkbox"/> - Knockbain CC support letter.docx |
| <input type="checkbox"/> - Designs for initial Assessment.pdf | <input type="checkbox"/> - Project Programme.docx | <input type="checkbox"/> - Outline 19-20 Project timeline Avoch to Munloch War Memorial.xlsx | <input type="checkbox"/> - Forestry supportive email.docx |
| <input type="checkbox"/> 2014 feasibility Study - AECOMMunloch Avoch Cycle Route.pdf | <input type="checkbox"/> Active travel map side 2 village maps - Black Active Travel_village maps_2016.pdf | <input type="checkbox"/> Black Isle Active Travel Map - Black Isle Active Travel_A2_2016.pdf | <input type="checkbox"/> Cycle streets blog explanation - 140407 Blog for CycleStreets.docx |
| <input type="checkbox"/> million miles report - 150331 Million Miles project final report.docx | <input type="checkbox"/> Munloch Avoch active travel survey summary data - Munloch Avoch active travel survey summary data.pdf | <input type="checkbox"/> Political Support - Avoch Mulochy active travel path political support.docx | <input type="checkbox"/> Survey comments - Avoch to Munloch War Memorial survey comments.docx |

If you have not yet uploaded the file, use the 'Upload' button in the panel on the right.

D 2. Monitoring

Monitoring

Is there a Monitoring and Evaluation Plan specific for the project?:*

- Yes No

A Monitoring and Evaluation plan is a document, specific for the project, which details how the project will be assessed against the project outcomes.

How will you monitor the success of the project against project outcomes?:*

- 1) To contact people who filled in the original survey monkey questionnaire and ask them to answer questions on whether the design would overcome the barriers identified
- 2) Obtain feedback from communities at a series of public events including Community Markets and School meetings as to whether the design would enable them to safely use active travel for more everyday journeys to school, work, and local facilities and whether it would enable behaviour change.
- 3) The Black Isle Tourist Team and Transition Black Isle to run a joint "slow tourism" campaign, which will lead into publicity for the route once built including integrating use of public transport (buses) and active travel to reduce the use of cars.
- 4) To survey users of the NCR1 to collect views on whether the final designed route would provide a more direct alternative route for NCR1.
- 5) To contact older primary and early secondary children and their parents to see if they would be willing to use the designed route unaccompanied get to school and other activities.

To determine whether the project outcomes have been achieved, data needs to be collected before and after an intervention.

Has any baseline data been collected in the project area?:*

- Yes No

Baseline data should be relevant and relate directly to project outcomes.

Please select the file/s containing a summary of data collected in relation to the project.:

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> No Files Available | <input type="checkbox"/> - Avoch and Killen CC support letter.docx | <input type="checkbox"/> - Black Isle Tourism Team letter in support.docx | <input type="checkbox"/> - Knockbain CC support letter.docx |
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| <input type="checkbox"/> million miles report - 150331 Million Miles project final report.docx | <input checked="" type="checkbox"/> Munloch Avoch active travel survey summary data - Munloch Avoch active travel survey summary data.pdf | <input type="checkbox"/> Political Support - Avoch Mulochy active travel path political support.docx | <input type="checkbox"/> Survey comments - Avoch to Munloch War Memorial survey comments.docx |

Route user intercept surveys, manual counts, traffic speed and volume, etc.

D 3. Design

Every project should complete all Project Stages. Please be aware that projects will not be able to progress to the next stage until all preceding stages have been complete. Please refer to the Project Stage table.



Stage 0 - Strategic Definition

Is there a documented case for the project and/or is the project identified in a strategy?:*

Yes No

Please select the uploaded document demonstrating this stage (click on the 'Upload' button in the panel on the right to upload a new file).:*

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> No Files Available | <input type="checkbox"/> - Avoch and Killen CC support letter.docx | <input type="checkbox"/> - Black Isle Tourism Team letter in support.docx | <input type="checkbox"/> - Knockbain CC support letter.docx |
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Applicants must complete and provide evidence of all preceding design stages before funding for the next stage will be confirmed.::*

Stage 1 - Preparation & Brief

- Has an options appraisal and feasibility study been completed?:*

Yes No

Please select the uploaded document demonstrating this stage (click on the 'Upload' button in the panel on the right to upload a new file).:*

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> No Files Available | <input type="checkbox"/> - Avoch and Killen CC support letter.docx | <input type="checkbox"/> - Black Isle Tourism Team letter in support.docx | <input type="checkbox"/> - Knockbain CC support letter.docx |
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Applicants must complete and provide evidence of all preceding design stages before funding for the next stage will be confirmed.::*

Stage 2 - Concept Design

Has a concept design for the project been completed?:*

Yes No

Are you applying to carry out this stage as part of the application?:*

Yes No

Applicants must complete and provide evidence of all preceding design stages before funding for the next stage will be confirmed.::*

Stage 3 - Developed Design

Has a developed design for the project been completed?:*

Yes No

Are you applying to carry out this stage as part of the application?:*

Yes No

Applicants must complete and provide evidence of all preceding design stages before funding for the next stage will be confirmed.::*

Has the technical design for the project been completed?:*

Yes No

Are you applying to carry out this stage as part of the application?:*

Yes No

Applicants must complete and provide evidence of all preceding design stages before funding for the next stage will be confirmed.:

D 3. Design - Equality Impact Assessment

A requirement of all Places for Everyone projects is that an EqIA process is undertaken throughout design development to inform decision making. Provision of an up to date EqIA will be required before gate each stage.

Equality Impact Assessment

Have you undertaken an Equality Impact Assessment process?:*

Yes No

An Equality Impact Assessment (EqIA) is a process to ensure that a project or scheme does not discriminate against people with protected characteristics.

Assessing the impact projects will have on people represented in the Equality Act (2010) is an integral part of Places for Everyone. Please describe how the impact of the project has been considered in relation to the Equality Act (2010).

The Black Isle is in the lowest decile of the SIMD for geographical access. It is a dangerous route for cyclists particularly in winter and the northerly latitude makes poor weather more likely. Many people : income on travel and heating. Those unable to afford a car are disadvantaged in access to work and activities. Currently there is no safe route along the busy B9161 and A832 roads which link Inverness : and the villages on the eastern part of the Black Isle. This is where the bulk of the population on the Black Isle live (c 10,500) many of whom commute into Inverness. At present it is dangerous to walk c Avoch road, and impossible to wheel along it. The construction of the active travel path will create a safe route for all of those cycling, walking or wheeling. Our preferred option is close to the main road so not following an isolated route which could feel unsafe. There is evidence that women in particular who are more frequently accompanied by children are concerns. There is a high school and three primary schools on or close to the route. Currently children are prevented from travelling independently to school, activities and socialising due to safety concerns. The distances on the Black Isle are a barrier to many. Transition Black Isle has already installed bike racks at bus stops at Munloch and North Kessock to facilitate cycle and ride which would be a good lo and cheaper than driving. Gatherings of interest to LGBT+ and cultural and religious minorities are generally held in Inverness, though there are churches and a Buddhist group on the Black Isle. This can isolate as attendance is cr There are also a growing number of tourists staying of the Black Isle, with the Black Isle Tourism Team encouraging a 'slow tourism' strategy in which walking and cycling feature prominently.

D 4. Community

In accordance with General Data Protection Regulations; applicants are reminded not to share personal data within this section related to project stakeholders.

Community Involvement

Do you have a community engagement plan specific for the project?:*

Yes No

All Places for Everyone projects will need an element of community involvement to meet Sustrans' Design Principles.

Which key stakeholders have you identified that will be affected by the project?:*

We have support from the two community councils affected and the Black Isle Tourism Team which is particularly keen to emphasise slow cycling. We distributed a survey via facebook (we have 947 followers) and the survey has 63 responses, mainly from residents on the Black Isle all of whom would use the route if built. 50 said they don't currently cycle or walk the route but would do so if it was safer. The rest currently cycle or walk but say they would use it more frequently for active travel if it was safer. There were 57 responses describing how dangerous it was. The three Councillors representing the Black Isle on the Highland Council also support the project and we have been in close contact.

By key stakeholders we are referring to people in and around the project area who might be affected by the project.

Which key stakeholders have you identified to be involved in the project?:*

We have held working group meetings and two site visits but mainly corresponded via email. We have contact details for the respondents to the survey plus the 947 followers on facebook plus 165 members and about 300 people receiving our monthly enewsletter. The working group for the cycle route includes 7 people plus there are Transition Black Isle directors involved. Other key stakeholders are the affected landowners, the local Community Councils and the three Black Isle Highland Councillors. We have also been in contact with HITRANS and Forest and Land Scotland.

Following stakeholder mapping, partners are encouraged to meet with these groups and to establish a network that represents key stakeholders who will be affected by the project.

How will you involve the community in the project going forward?:*

The survey respondents have already given a lot of detail on what deters them from travelling actively in the project area. We can contact these 63 people for further detail about barriers and also engage people at the monthly community markets at Fortrose and North Kessock. We have already held many community engagement activities such as community mapping in Munloch and produced an active travel map for the whole Black Isle plus a series of 13 individual leaflets for cycling trips which are distributed at the markets and local businesses including our social enterprise 'Black Isle Bicycles' which provides bike hire from Cromarty Cheese House and also at Bike shops etc in Inverness. We will continue to do this and also plan to hold meetings in the schools identified.

Describe the activities you will undertake to find out more about your stakeholders' barriers to travelling actively in the project area. Please provide a summary of who you intend to engage and how.

How will community engagement be used to influence designs?:*

Once we have firm proposals we intend to hold stakeholder events at villages along the route. These would be at the North Kessock and Fortrose Community Markets plus further events at Munloch and Avoch Schools. As the design develops we intend to consult the communities impacted. There are active community councils very keen to support us in this. Communication is key and we intend to send regular updates on progress to the stakeholders.

Please provide a description of the steps taken to ensure stakeholders are part of the design development process.

What are your plans to ensure the new infrastructure supports an increase in walking and cycling once constructed?:*

We trained 15 Community Cycle Trainers as part of our Million Miles project. Many of these are still available to hold cycling events, bike maintenance classes and rides with both children and adults, Dr bike sessions and bike buddying. We will also update our active travel map to include the path once constructed and distribute it at the four monthly Community Markets and various other community and retail outlets across the Black Isle and Inverness and update the maps linked to our website (<https://www.transitionblackisle.org/community-cycle-links.asp>). The website uses cycle streets for journey planning. This is based on open source mapping which can easily be updated. See attached blog explanation from our Million Miles project. We could use similar articles on our website and in our monthly newsletter which is sent to about 300 people.

This work can be done as part of this project but can also continue after completion as part of a separate project.

How will the above activities be resourced?:*

Further Dr Bike sessions, bike maintenance classes and led cycle rides plus engagement with the schools involved for further children's activities including once constructed road rides using the new route. We have sufficient of our own funds to cover these but may also apply for further grants from the Co-op or bags for life funds.

Please identify if the planned activities will be carried out by the project team or if other teams or groups will be carrying out this work. Please also indicate how these activities will be funded.

Supporting Documentation:*

- | | | | |
|---|---|---|--|
| <input type="checkbox"/> No Files Available | <input checked="" type="checkbox"/> - Avoch and Killen CC support letter.docx | <input checked="" type="checkbox"/> - Black Isle Tourism Team letter in support.docx | <input checked="" type="checkbox"/> - Knockbain CC support letter.docx |
| <input checked="" type="checkbox"/> - Designs for initial Assessment.pdf | <input type="checkbox"/> - Project Programme.docx | <input type="checkbox"/> - Outline 19-20 Project timeline Avoch to Munloch War Memorial.xlsx | <input type="checkbox"/> - Forestry supportive email.docx |
| <input type="checkbox"/> 2014 feasibility Study - AECOMMunloch Avoch Cycle Route.pdf | <input checked="" type="checkbox"/> Active travel map side 2 village maps - Black Active Travel_village maps_2016.pdf | <input checked="" type="checkbox"/> Black Isle Active Travel Map - Black Isle Active Travel_A2_2016.pdf | <input checked="" type="checkbox"/> Cycle streets blog explanation - 140407 Blog for CycleStreets.docx |
| <input checked="" type="checkbox"/> million miles report - 150331 Million Miles project final report.docx | <input checked="" type="checkbox"/> Munloch Avoch active travel survey summary data - Munloch Avoch active travel survey summary data.pdf | <input type="checkbox"/> Political Support - Avoch Mulochy active travel path political support.docx | <input checked="" type="checkbox"/> Survey comments - Avoch to Munloch War Memorial survey comments.docx |

For a new file use the 'Upload' button in the panel on the right

D 4. Community - Communication

Communication

Is there a communication plan for the project? :*

- Yes No

It is recommended that a communication plan is developed concurrently to design development.

Please provide a short summary of how you plan to communicate with different stakeholders throughout the project :*

We have links with community councils who have given us support and would keep them regularly updated. We have had extensive communication with landowners and will continue this engagement. We have stalls at the monthly community markets at North Kessock and Fortrose. We have held cycling events with North Kessock, Munloch and Avoch primary schools and Fortrose Academy will liaise with these schools and hold further events. The monthly newsletter and our extensive facebook and twitter following works well for publicising events we hold. We would use these means and also issue press releases to gather further support for the project during the design phase. This would build capacity to encourage its use when constructed. We would exhibit plans at public events. Following the construction phase which would be a follow on project we propose a well publicised launch event perhaps linked to another bike fest. We held a very well attended bike fest as part of our Million Miles project.

To ensure there is an appropriate level of communication and project promotion, Places for Everyone requires applicants to produce a communication plan, specific to the project.

D 5. Deliverability

Project Programme

Please select the file containing your project programme:*

Use the 'Upload' button in the panel on the right for a new file

Please specify the completion date for the application:*

The date selected should match the programme provided and reflect the date upon which all work outlined in this application is expected to be complete.

Political Support

Please select the file containing the evidence of political support for the project:

For larger projects, you should demonstrate political buy-in and support by providing a Letter of Support for the project.

Traffic Regulation Order

Is a TRO to be sought as part of the design process?:*

- Yes No

Planning Permission

Is Planning Permission to be sought as part of the design process?:*

Yes No

Please provide further information:*

Probably - it will depend on the final design.

Land Ownership

Is Landowner consent to be sought as part of the design process?:*

Yes No

No of Landowners:*

3

Please provide further information:

Forest and Land Scotland (Section 2)
Roskill farm
Rosehaugh estate (Broadlands- 2 sets of tenants have also been consulted)

Council or Committee

Is full Council permission required to complete design?:*

Yes No

Is Committee permission required to complete design?:*

Yes No

Please provide further information for any 'Yes' responses:

This is a large project so at least committee permission would be required and they may decide it needs to go to full council (though this is unlikely).

Ecological Appraisals

Have ecological appraisals been considered as part of the design process?:*

Yes No

Any further information?:*

These would need to be included in the design process.

Other Permissions

Do any other permissions need to be sought as part of the design process?:*

Not aware of any others

D 5. Deliverability - CDM

Please identify CDM (Construction Design and Management) Regulations 2015 duty holders in the following section.

If you are unsure of your duties under CDM Regulations 2015 please see:

<http://www.legislation.gov.uk/ukxi/2015/51/contents/made>

Resourcing

Client:*

Transition Black Isle

Under CDM regulations the Client is classified as an organisation or individual for whom a construction project is carried out.

Principal Designer:*

TBC

If Principle Designer is yet to be appointed, please enter 'TBC'

Other Designers:*

Highland Council Planning Dept
Highland Council Transport Planning Dept
HITrans
Sustrans

Sustrans should be identified in this section. Another example could include members of the council planning team, if they are going to be providing feedback on the design.

D 5. Deliverability - Costs and Funding

Please provide a breakdown of the estimated costs associated with completing each stage of your project and when you expect to undertake each one. In most cases, funding will only be awarded for this financial year, however larger projects will be considered for multi-year funding where appropriate. It is appreciated that the costs for projects at an early stage of development will only be provisional, however this information will help to project the demands on funding in future years.

Quotations

Have you obtained quotes and/or details cost information?:*

Original Filename

No data to display

Project Cost

Breakdown of costs by Financial Year/Project Stage:*

Year	Costs	Requested	Stages
19/20	£58,000	£58,000	Stage 0 - Strategic Definition, Stage 1 - Preparation and Brief, Stage 2 - Concept Design, Stage 3 - Developed Design, Stage 4 - Technical Design
20/21	£0	£0	
21/22	£0	£0	

Future Match Funding

Please enter any future Match Funding associated with this application:*

Year	Match Pool Type	Match Available	File Name
No data to display			

No data to display

Please indicate if any future match funding for the construction stage of this project has been identified

Project Cost

Please enter the total project cost:*

£0